

THE WEATHER FORECAST.
Partly cloudy and not so warm to-day;
to-morrow fair and cooler.
Highest temperature yesterday, 79; lowest, 58.
Detailed weather, mail and marine reports on page 6.

The Sun.

IT SHINES FOR ALL

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U BOATS SINK SIX STEAMERS OFF NANTUCKET COAST; PASSENGER SHIP CARRYING MANY AMERICANS TORPEDOED; WARNING GIVEN TO ALL VESSELS AND NO LIVES ARE LOST

Destruction of Ships "Under Very Eyes of President Wilson" May Revive Grave Issue With Germany.

WASHINGTON NOW THINKS ADMINISTRATION WILL ACT

U. S. Demands in Sussex Case Gave Loophole to Teuton Sea Raiders—Passengers Must Not Be Jeopardized.

WASHINGTON, Oct. 8.—Destruction by the German submarine U-53 of six steamships "under the very eyes of President Wilson," as the act was described in Washington to-day, has thrown the relations existing between the United States and Germany back to the strained times following the Sussex disaster in the English Channel, according to persons who knew most intimately the President's views and intentions then.

Information received here indicates that, while there was no loss of life, the German submarine commander could not possibly have been assured that all of the passengers and crew would be transported safely to shore when he compelled them to get into the small boats in the open sea.

The Administration has insisted with all firmness, since the time of the discussions on the sinking of the American sailing vessel William P. Frye, that placing those on board a captured ship into the small boats does not answer the demand of this Government that they shall not be put in jeopardy.

It has been conceded unofficially by members of the State Department that if the ship is near land and the sea is calm and there is an absolute certainty of rescue a submarine commander may put the captives in small boats before sinking the vessel.

It Looks Like a New Issue With Germany.

Reports coming into Washington tonight make it appear that the rescue of many of the passengers and crew was fortuitous rather than a matter of certainty. If this is confirmed by the reports of the many American naval officers who took part in the rescue, it is thought President Wilson, in the light of his utterances in the Sussex case and in the Frye case, may make an issue of the sinkings with the German Government.

It also is borne in mind, however, that no matter how stern have been the President's utterances and no matter to what degree Germany's acts subsequently may have been in defiance of them, Secretary Lansing and Ambassador von Bernstorff have found a way out of the critical situation.

German Defense of U-53's Acts.
Persons close to the German Embassy tonight declared that the sinkings were not illegal acts, but were in conformity with international law and the agreement which Germany had made with the United States. This was shown, it was stated, by the fact that the U-53, out of respect for international law, had halted the American-Hawaiian liner Kansas and on learning her nationality and destination had allowed the vessel to proceed.

Furthermore, the Secretary's informant declared the U-53's rights as a commerce raider were unassailable as long as the submarine observed the demands of international law and the agreement which Germany had made with the United States. This was shown, it was stated, by the fact that the U-53, out of respect for international law, had halted the American-Hawaiian liner Kansas and on learning her nationality and destination had allowed the vessel to proceed.

The fact that the sinkings occurred outside the three mile limit is another palliative reason, according to the German, although they admitted the reason for the violation of the limit was a warlike to the very doors of the United States.

In the files of the State Department are records of reports of torpedo attacks by German submarines, many of them since the Sussex was torpedoed. It is common knowledge that, in many of these cases, the ships were sunk in the bottom in violation of the pledges made by Germany to the United States at that time.

Torpedoes Kept in Illegal Warfare.
It is known that Germany has continued its illegal warfare, taking care in some cases, however, not to molest ships laden with Americans aboard. By the many reports of the sinking of the ship, it is the opinion here that the German Government has been able to proceed in its commerce raiding along somewhat more cautious lines.

However, in the actions of German submarines appears to have evaporated entirely the State Department. Secretary Lansing said the other day he had not even seen the latest reports.

Now that the activities of the U boats have been brought to the very doors of the United States, it is the opinion here that the Administration cannot longer close its eyes to the dangerous situation which many believe, the commerce raiders are bringing to the relations between this country and Germany.

Wilson Demanded Assurances.
President Wilson, in his previous discussions with Germany, was not satisfied with the assurances given by the German Government that passengers would be brought safely to land or would be rescued without any loss of life.

Germany made the pledge in virtually those terms. That there happens to be no loss of life is not sufficient, in the view of the Administration has held heretofore. There must be no danger of loss of life.

It will be for the President to decide in the light of complete reports from his naval officers at Newport whether this pledge for the passengers' safety has been carried out.

So far, information reaching here points to the conclusion that some of those on board the destroyed ships owed their rescue to the prompt and effective work of United States destroyers of whose assistance the German naval commander had no definite assurance in advance.

GERMAN submarine U-53, which sank six ships yesterday off the American coast, as she appeared in Newport harbor. Below are the officers and crew grouped on the deck of the undersea raider. Lieut.-Capt. Rose is standing in centre of lower row.



WILSON IS WORRIED BY U 53'S EXPLOITS

President Seeks All Facts Obtainable on Sinking of 6 Merchant Ships.

LONG BEACH, N. J., Oct. 8.—President Wilson and Government officials here expressed deep concern tonight over the sinking of the six British, Norwegian and Dutch steamships off the American coast by a German submarine, but up to a late hour no official word had been received indicating that international complications would follow.

The Government officials were plainly worried over the situation and made efforts to get all information obtainable as quickly as possible. It was stated that the President would pay no attention to preliminary meagre reports and would keep his mind open until definite information is supplied through official sources.

The questions of administration officials centered around whether any Americans had been lost and whether the vessel was sunk in accordance with international law. It was stated that a very thorough investigation would be made but that no hasty action would be taken.

With the receipt of word of the sinking of the vessels so near the American coast, additional importance was attached to the visit here to-morrow of Count von Bernstorff, the German Ambassador. While the engagement of the Ambassador with the President to see Jules Jusserand, the French Ambassador, on Tuesday, while arrangements for his visit were made through the State Department, officials here took it for granted that the Ambassador would discuss Polish relief with the President at 2 o'clock in the afternoon.

Count von Bernstorff has carried on all his negotiations over submarine warfare through Secretary Lansing and Counselor Pulk of the State Department and it was thought unlikely here that the President would do anything to change this method of procedure.

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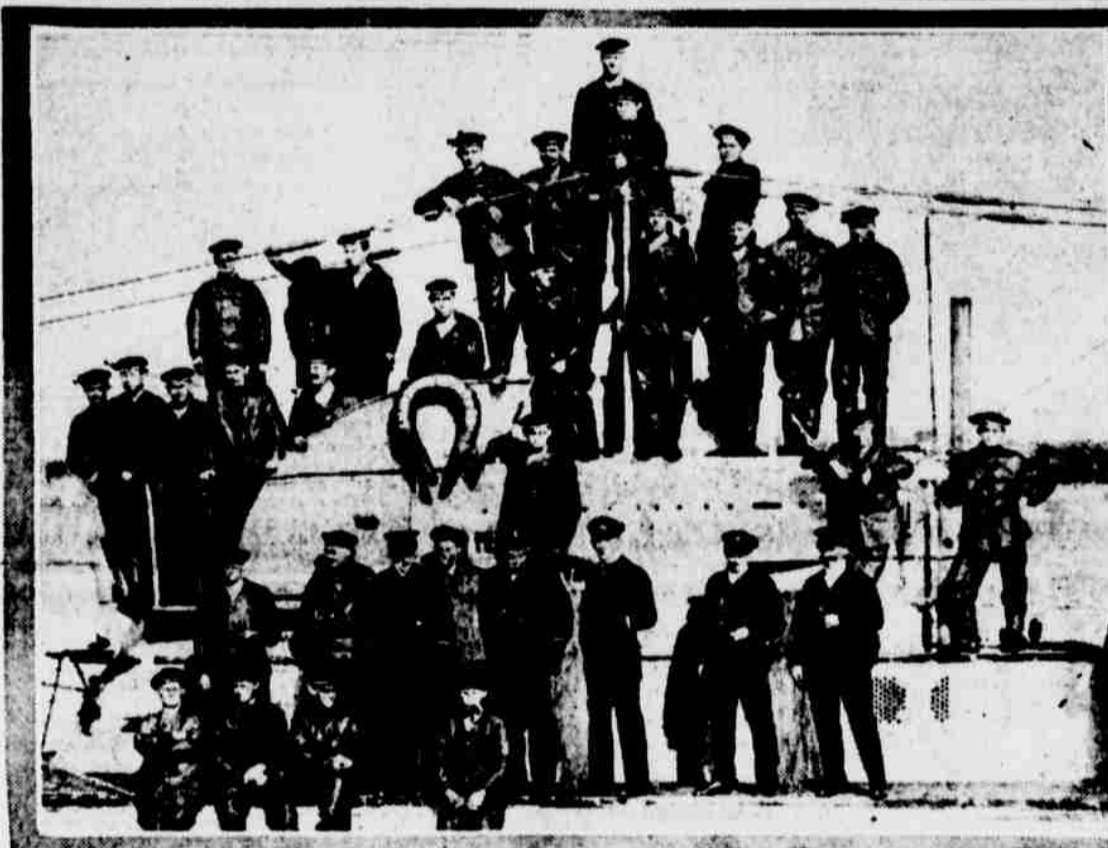
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BERNSTORFF, IN TOUCH WITH U-53, TO SEE WILSON TO-DAY

Ambassador's Ostensible Visit Is to Deliver Kaiser's Letter on Polish Relief—Great Submarine Campaign Here Planned by Admiralty.

WASHINGTON, Oct. 8.—"Arrived on Admiralty orders." This, in substance, is understood to be the message which Lieut. Capt. Hans Rose, commanding the German submarine U-53, had for Count von Bernstorff, the German Ambassador.

He sent the message to the German Embassy in accordance with the German naval regulations, which require that the Ambassador be notified of the arrival of a submarine and must rely solely on her gunfire until torpedoes can be provided for her.

It is not believed here that it will be an easy problem for any German sympathizers or others in the United States to provide Schwarzkopf torpedoes for a German submarine. As soon as a ship takes these weapons aboard she is open to suspicion and the United States authorities naturally will not sanction the provisioning of a belittled warship from American ports.

In German circles it is said the new supply of ammunition for the U-53 will be brought over by other submarines which already have left port in the vicinity of the U boat's activities.

SEARCHED FOR SUBMARINE.
Eastern Forwarding Co. Used Tugs Two Weeks at New London.

NEW LONDON, Conn., Oct. 8.—Officials of the Scott Wrecking Company admitted tonight their tugs were chartered by the Eastern Forwarding Company to go out nightly for about two weeks cruising between Fishers Island and Montauk Point. The trips were made, so far as the Scott company officials know, for the purpose of locating a German submarine, the name of which was not divulged.

The Scott company has furnished no supplies to any vessels outside New London harbor and claims to have no knowledge of any other company in this city delivering supplies to boats. Capt. Frederick Hirsch, commander of the steamship Neckar and in command of the North German Lloyd steamship interests in this country, when interviewed at his ocean beach residence to-night, stated that he knew nothing about the affairs of the German war submarine U-53 which torpedoed ships off Nantucket.

No boats have been sent out from New London toward Nantucket waters, and survivors so far as known have arrived here.

On Reconnaissance Trip.
BRISTOL, Oct. 8, via London, Oct. 9 (Monday).—The Wolff Bureau announces that the German submarine U-53 was on a reconnaissance trip across the Atlantic when she entered Newport. The news agency says it understands the U boat left Newport without replenishing her fuel supply or taking on other material.

So far as the food supply for the officers and crew is concerned it would be possible to commandeer food from captured ships and the fuel problem might not prove insurmountable. But naval officers are asking tonight: "How can the submarine replenish its supply of torpedoes?"

The U-53 is understood to have had only eight torpedoes when she left Newport. When these have been fired she will be without her most effective weapon and must rely solely on her gunfire until torpedoes can be provided for her.

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MAY RUSH FLEET OF U BOAT CATCHERS

England Ready to Spend Millions to Protect Munition Ships From U. S.

WASHINGTON, Oct. 8.—At the British Embassy it is said today that so far no move has been made by that Government which can be commented upon publicly. The British Ambassador and the embassy officials are taking the news calmly and expect to see a change in the situation within the next week or ten days which will put an end to the threatened U boat raid on British shipping.

It is said that the British Admiralty already has taken steps to rush destroyers and other craft to the proximity of the American coast. In addition to these craft, the so-called submarine catchers, or high powered motor boats armed with 3 inch guns, may be used to protect British trade. Scores of these vessels are being fitted out abroad and there are many more of them in American waters now where they are unarmed, but can speedily be made serviceable.

The extent of the campaign which Great Britain will conduct to protect British shipping will depend on the extent of the U boat's activities. The guiding principle of the British Admiralty is that munition ships and grain ships must continue to ply between the United States and Great Britain even if it takes millions to assure their safety.

There is talk of a convoy for each of the munition and grain ships. This would mean that these vessels would be picked up as soon as they are outside the three mile limit and escorted by destroyers or "submarine catchers" across the Atlantic, or at least to safety in the open sea. The average munition ship could then rely on its speed, it is explained, to escape submarines until it reached the protecting cordon of British ships on the other side.

U-53 MADE IN U. S., IS REPORT.
Paris Being Assembled at Secret Base, Bridgeport Hears.

BRIDGEPORT, Oct. 8.—Germany is assembling submarine at a secret base on the Atlantic seaboard, using parts which are manufactured in various American plants, and the U-53 is one of these, according to a report circulated here tonight and credited to a "person high in the councils of the Allies."

With a wealth of circumstantial detail, it was related how blue prints were sent to this country, whereupon German agents placed orders for all necessary parts, scattering them widely and then assembling them at the secret base, which the agents of the Allies are trying hard to find.

War Brought to This Side.
Noting the hours when the various ships were torpedoed and their positions, the naval mathematicians thought it incredible that the U-53 could have moved about so swiftly. The radius of the attacks was about fifty miles. If the U-53 worked alone, she had to double on her tracks many times and travel at a speed which allowed nothing for waits while

Four British Vessels, One Norwegian and One Dutch Destroyed by Submarines and Crews Forced to Take to Small Boats

GERMAN RAIDERS ALLOW TIME FOR ALL TO ESCAPE

American Women and Babies Picked Up by U. S. Destroyers Rushed to Rescue From Newport

NEWPORT, R. I., Oct. 9 (Monday), 3 a. m.—Four destroyers of the American flotilla came into the harbor here early to-day, bringing 216 persons rescued from the ships sunk off Nantucket by German submarines. The Ericsson, the first of the destroyers to arrive, brought 81, the Drayton 68, the Benham 36 and the Jenkins 31. Thirty-five women and ten children are among those on the Ericsson.

It was reported on the authority of an officer of the Ericsson that three submarines were operating and that a total of nine vessels had been sunk.

NANTUCKET, Mass., Oct. 9 (Monday).—Three British cruisers arrived off Nantucket at 2:40 o'clock this morning. Other cruisers of the Allied naval forces were expected.

NEWPORT, R. I., Oct. 8.—Germany has brought her submarine warfare against the Allies to the coast of the United States, striking suddenly and terrifically.

Within gun sound of Nantucket Island, in the midst of a sea road all important to allied and neutral commerce, the U-53, the supersubmarine which darted in and then out of this harbor yesterday afternoon, and another submarine as yet unidentified, torpedoed and sank at least six steamships—four British, one Norwegian, one Dutch.

The ships that fell victim to the German undersea destroyer when she slipped away from Newport and planted herself squarely in the steamship lane this morning were the British steamships Strathdene, West Point, Stephano and Kingston; the Norwegian steamship Christian Knudsen and the Dutch steamship Bloomersdijk. These represented a total of about 12,000 tons. The only ship that carried passengers was the Stephano, which was on her way from St. John's, N. F., to New York city.

No lives were lost, the naval authorities here report on the basis of assurances from the Nantucket lightship and from the flotilla of American destroyers that put to sea with a rush when the first news flash of destruction streamed in this morning.

Judging from all reports received here, warning was given by the submarine to every ship sunk in time to permit the crews and passengers to escape in small boats.

American Women and Babies on Board.
The Red Cross Line steamship Stephano, carrying eighty-three passengers, mostly American and including many women and children, was intercepted and disabled at 4:30 P. M. six miles southeast of the Nantucket Shoals lightship. All that is certainly known concerning the Stephano is that her passengers and crew, ordered into small boats by Capt. Hans Rose of the U-53, were picked up by the American torpedo boat destroyers which were posted to the scene by Rear Admiral Herbert Gleaves, commanding the destroyer flotilla of the Atlantic fleet, when he received the news this morning that the West Point and the Strathdene had been sunk.

The rescued passengers and seamen of the Stephano and the crews of other ships were brought to this city by United States naval vessels, destroyers principally, that were sent to pick them up or to take them over from the Nantucket Shoals lightship, where numerous boatloads had made their way unassisted.

The destroyers have rescued 256 persons, all on board the sunken ships except the officers and crew of the Stephano. The Ericsson brought 81 persons from the Stephano, including 35 women and 10 children. The Drayton had 68, the Benham 36 and the Jenkins 31.

At the last reports none of the officers and crew of the Kingston has been found, but naval officers thought it probable that the U-53 could have moved about so swiftly. The radius of the attacks was about fifty miles. If the U-53 worked alone, she had to double on her tracks many times and travel at a speed which allowed nothing for waits while

Within half an hour, at 6 A. M., the first torpedoed and sank the British freighter Strathdene, bound from New York to Bordeaux. Her next victim was the Red Cross Line day freighter Kingston. This was her morning's work. In the afternoon she intercepted the Stephano, whose passengers were ascertained to be American women and children returning from New England, where they had gone to escape the influenza pandemic port. Agents of the Red Cross Line say the submarine fired on the Stephano without warning, but the proof of the charge has not yet been established.

Her fourth victim was the British freighter Kingston, and she completed her day's work with the destruction of the Norwegian Christian Knudsen and the Dutch Bloomersdijk. Tonight, as the result of this series of destruction, United States destroyers from this port were picking up survivors from small boats and taking them off the Nantucket lightship. All taken aboard Nantucket lightship were being taken to the naval barracks here, which were being made ready tonight for the refugees.

Record of Destruction.
The record of the U-53's activities as brought to land by wireless dispatches, follows:

THE STRATHDENE.—British freighter torpedoed and sunk off Nantucket; crew taken aboard Nantucket lightship and later removed to Newport by torpedo boat destroyers. West left New York yesterday for Bordeaux, and was attacked at 4 A. M.

WEST POINT.—British freighter; torpedoed and sunk off Nantucket; crew abandoned the ship in small boats after a warning shot from the submarine's gun. Officers and men were taken aboard a destroyer. Vessel was attacked at 10:45 A. M. She was bound from London for Newport News.

STEPHANO.—British passenger liner, carrying 83 passengers, mostly American and including many women and children, was intercepted and disabled at 4:30 P. M. six miles southeast of the Nantucket Shoals lightship. All that is certainly known concerning the Stephano is that her passengers and crew, ordered into small boats by Capt. Hans Rose of the U-53, were picked up by the American torpedo boat destroyers which were posted to the scene by Rear Admiral Herbert Gleaves, commanding the destroyer flotilla of the Atlantic fleet, when he received the news this morning that the West Point and the Strathdene had been sunk.

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